

Kiers, Roger

From: Nathan Holth <nathan@historicbridges.org>
Sent: Tuesday, September 02, 2014 10:46 PM
To: Kiers, Roger; 'Matthew Sterner'; 'Rex Meyer'; 'Stew Gloyd'; 'Henry Matthews'; 'Kitty Henderson'; 'Bob Peters'; 'Chris Moore'; 'Robert HADLOW'; 'David Hansen'; 'Sean Gaffney'; 'Jeffrey Chusid'; 'cwillia'; 'Todd Matthews'; 'Caroline Swope'; 'cts'; 'Robert Krier'; eugewoo@earthlink.net; BTurner@savingplaces.org; emerritt@savingplaces.org; msairportchick@hotmail.com
Cc: Sawyer, Jeff; Williams, Scott; Holstine, Craig
Subject: RE: SR 162 Puyallup River (McMillin) Bridge Project - Governor's Executive Order 05-05 consultation

Roger,

Thanks for keeping us in the loop, it is much appreciated. I personally visited the bridge for the first time last week. Seeing it in person only reinforced my belief that this is a unique and amazing bridge that Washington State should be proud to leave standing. I noted the bridge's good physical condition as well as the substantial amount of pedestrian traffic in the area. The plan to leave this bridge standing will allow a structurally sound bridge to be seen and appreciated by a large number of people who utilize the adjacent trail system.

I do think it would be nice to have some interpretive signage installed for visitors, perhaps along the foothills trail next to the bridge. I realize this may be out of WSDOT funding scope, but perhaps some of the other involved consulting parties might have ideas on how to fund and erect such signage?

Thanks,
-Nathan

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Nathan Holth

Author/ Photographer/Webmaster

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"Promoting the Preservation Of Our Transportation Heritage"

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From: Kiers, Roger [mailto:KiersRo@wsdot.wa.gov]

Sent: Monday, August 18, 2014 5:25 PM

To: Matthew Sterner; Rex Meyer; Stew Gloyd; Nathan Holth; Henry Matthews; Kitty Henderson; Bob Peters; Chris Moore; Robert HADLOW; David Hansen; Sean Gaffney; Jeffrey Chusid; cwillia; Todd Matthews; Caroline Swope; cts; Robert Krier; 'eugewoo@earthlink.net' (eugewoo@earthlink.net); BTurner@savingplaces.org; emeritt@savingplaces.org; 'msairportchick@hotmail.com' (msairportchick@hotmail.com)

Cc: Sawyer, Jeff; Williams, Scott; Holstine, Craig

Subject: SR 162 Puyallup River (McMillin) Bridge Project - Governor's Executive Order 05-05 consultation

Dear all,

I last notified you on April 24 when it was determined that the SR 162 Puyallup River Bridge Project no longer needed a permit from the US Army Corps of Engineers and was therefore no longer subject to Section 106 of the National Historic Preservation Act. Since that time, we have been in consultation with the Washington Department of Archaeology & Historic Preservation (DAHP) under Governor's Executive Order 05-05. DAHP has requested that we continue to consult with those of you who may have a concern regarding the ultimate disposition of the McMillin Bridge. The current project plans are described below, and in the attached sheets, for your review and comment.

The Corps permit is no longer needed due in part to WSDOT's decision to remove demolition of the existing McMillin Bridge from the project. Other than leaving the existing bridge in place and closing it to vehicular traffic, the SR 162 Puyallup River Bridge Replacement Project remains largely unchanged. The project will construct a new bridge on a new alignment downstream of the existing bridge. Project changes related to leaving the bridge in place include the following items. The asphalt roadway will be removed from each end of the existing bridge and bollards will be installed on both ends to prevent vehicles from entering the bridge. In addition, levee access will be provided to the existing levee on both sides of the river, as shown on the enclosed levee access plan. On the north side, a Pierce County gate will be installed in front of an existing paved area that is currently being blocked with ecology blocks, to allow access to the north bank levee along an existing pathway. Due to the higher elevation of the new roadway, embankment will be added to the access near S. Fork Rd. until the access route matches into existing grade.

On the south side of the river, vehicles will have the ability to access the levee along the route shown on the enclosed plan, but an actual road will not be built for this purpose. The pavement will simply be removed in this area and then seeded with grasses.

We invite your comments and questions on the currently proposed project. Thank you for your continued interest.

Regards,

Roger Kiers

Cultural Resources Specialist - Archaeologist

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